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10/043,077	01/09/2002	Kenneth E. Flick	58090	6614
27975 7590 12/15/2008 ALLEN, DYER, DOPPELT, MILBRATH & GILCHRIST P.A. 1401 CITRUS CENTER 255 SOUTH ORANGE AVENUE P.O. BOX 3791 ORLANDO, FL 32802-3791				
EXAMINER				
HOLLOWAY III, EDWIN C				
ART UNIT		PAPER NUMBER		
2612				
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**Please find below and/or attached an Office communication concerning this application or proceeding.**

The time period for reply, if any, is set in the attached communication.

Notice of the Office communication was sent electronically on above-indicated "Notification Date" to the following e-mail address(es):

creganoa@addmg.com

### Office Action Summary

**Application No.**

10/043,077

**Applicant(s)**

FLICK, KENNETH E.

**Examiner**

Edwin C. Holloway, III

**Art Unit**

2612

**Period for Reply** -- The MAILING DATE of this communication appears on the cover sheet with the correspondence address --

A SHORTENED STATUTORY PERIOD FOR REPLY IS SET TO EXPIRE 3 MONTH(S) OR THIRTY (30) DAYS, WHICHEVER IS LONGER, FROM THE MAILING DATE OF THIS COMMUNICATION.

- Extensions of time may be available under the provisions of 37 CFR 1.136(a). In no event, however, may a reply be timely filed after SIX (6) MONTHS from the mailing date of this communication.
- If NO period for reply is specified above, the maximum statutory period will apply and will expire SIX (6) MONTHS from the mailing date of this communication.
- Failure to reply within the set or extended period for reply will, by statute, cause the application to become ABANDONED (35 U.S.C. § 133). Any reply received by the Office later than three months after the mailing date of this communication, even if timely filed, may reduce any earned patent term adjustment. See 37 CFR 1.704(b).

**Status**

- 1) ☒ Responsive to communication(s) filed on 23 September 2008.
- 2a) ☐ This action is **FINAL**. 2b) ☒ This action is non-final.
- 3) ☐ Since this application is in condition for allowance except for formal matters, prosecution as to the merits is closed in accordance with the practice under *Ex parte Quayle*, 1935 C.D. 11, 453 O.G. 213.

**Disposition of Claims**

- 4) ☒ Claim(s) 18, 19, 21, 23, 30, 32, 39-45, 57, 59 and 64-67 is/are pending in the application.
- 4a) Of the above claim(s) \_\_\_\_\_ is/are withdrawn from consideration.
- 5) ☐ Claim(s) \_\_\_\_\_ is/are allowed.
- 6) ☒ Claim(s) 18-19, 21, 23, 30, 32, 39-45, 57, 59, 64-67 is/are rejected.
- 7) ☐ Claim(s) \_\_\_\_\_ is/are objected to.
- 8) ☐ Claim(s) \_\_\_\_\_ are subject to restriction and/or election requirement.

**Application Papers**

- 9) ☐ The specification is objected to by the Examiner.
- 10) ☐ The drawing(s) filed on \_\_\_\_\_ is/are: a) ☐ accepted or b) ☐ objected to by the Examiner.  
Applicant may not request that any objection to the drawing(s) be held in abeyance. See 37 CFR 1.85(a).  
Replacement drawing sheet(s) including the correction is required if the drawing(s) is objected to. See 37 CFR 1.121(d).
- 11) ☐ The oath or declaration is objected to by the Examiner. Note the attached Office Action or form PTO-152.

**Priority under 35 U.S.C. § 119**

- 12) ☐ Acknowledgment is made of a claim for foreign priority under 35 U.S.C. § 119(a)-(d) or (f).
- a) ☐ All b) ☐ Some \* c) ☐ None of:
1. ☐ Certified copies of the priority documents have been received.
  2. ☐ Certified copies of the priority documents have been received in Application No. \_\_\_\_\_.
  3. ☐ Copies of the certified copies of the priority documents have been received in this National Stage application from the International Bureau (PCT Rule 17.2(a)).

\* See the attached detailed Office action for a list of the certified copies not received.

**Attachment(s)**

- 1) ☒ Notice of References Cited (PTO-892)
- 2) ☐ Notice of Draftsperson's Patent Drawing Review (PTO-849)
- 3) ☐ Information Disclosure Statement(s) (PTO/SB/08)  
Paper No(s)/Mail Date \_\_\_\_\_
- 4) ☐ Interview Summary (PTO-413)  
Paper No(s)/Mail Date \_\_\_\_\_
- 5) ☐ Notice of Informal Patent Application
- 6) ☐ Other: \_\_\_\_\_

**EXAMINER'S RESPONSE**

1. A request for continued examination under 37 CFR 1.114 was filed in this application after a decision by the Board of Patent Appeals and Interferences, but before the filing of a Notice of Appeal to the Court of Appeals for the Federal Circuit or the commencement of a civil action. Since this application is eligible for continued examination under 37 CFR 1.114 and the fee set forth in 37 CFR 1.17(e) has been timely paid, the appeal has been withdrawn pursuant to 37 CFR 1.114 and prosecution in this application has been reopened pursuant to 37 CFR 1.114. Applicant's submission filed on 9-23-08 has been entered. Claims 18-19, 21, 23, 30, 32, 39-45, 57, 59, 64-67 are pending. The examiner has considered the presentation of claims in view of the disclosure and the present state of the prior art. And it is the examiner's position that the claims are unpatentable for the reasons set forth in this Office action:

***Claim Rejections - Res Judicata***

2. *Claims 18-19, 21, 23, 30, 32, 39-45, 57, 59, 64-67 are rejected under res judicata because the claims directed to the same subject matter as affirmed in the Decision on Appeal decided 7 March 2008 and mailed 11 March 2008 (Appeal 2007-3651).*

***Claim Rejections - 35 USC § 103***

3. The text of those sections of Title 35, U.S. Code not included in this action can be found in a prior Office action.
4. *Claims 18, 19, 21 and 23 are rejected under 35 U.S.C. 103(a) as being unpatentable over Ogino et al. (US 6,100,792) in view of Flick (US 5,986,571) and further in view of Flick (US 6,011,460)*

Referring to claim 18, Ogino's vehicle, as shown in Fig. 1, comprises (a) bus line 6 extending from one location within a vehicle to another location (see Col. 5, lines 19-29); (b) a plurality of vehicle devices, e.g., head unit 1, CD changer 2, car security unit 10, etc. (see Col. 5,

lines 19-29); and (c) head unit 1's a liquid crystal display (LCD) 1a (i.e., vehicle indicator) spaced apart from CD changer 2 and car security unit 10 and connected to bus line 6, wherein LCD 1a displays a 24-character message (see Col. 5, lines 3-8). Ogino's vehicle security system, as shown in Fig. 3, comprises (a) a two-way remote unit 11 (i.e., a portable uniquely coded transmitter) (see Col. 5, lines 37-46 and 51-58; and Col. 16, lines 19-24); (b) vehicle transceiver 12 having a receiver for receiving signals from at least one remote unit 11 (see Col. 5, lines 51-54); and (c) controller 17 spaced apart from head unit 1 (i.e., at least one vehicle device) and cooperating with transceiver 12 and bus 6 (see Col. 5, lines 62-67 and Col. 16, lines 36-44 and 52-64). Per Ogino, car security unit 10's controller 17 performs several functions: (1) communicates with CD changer 2 and head unit 1 via bus 6 (see Col. 5, lines 19-29; and Col. 16, lines 36-44 and 52-64); (2) switches to an ID code learning mode and learns at least one remote unit 11 to permit control of a vehicle function by a user (see Col. 16, lines 19-39); and (3) communicates with head unit 1, via bus 6 to cause LCD 1a to display "CODE ACCEPTED" when a new ID code has been registered/learned (see Col. 5, lines 19-29 and Col. 16, lines 52-62). Ogino, however, fails to teach controller 17 causing an indication of a number of learned remote units 11.

In an analogous art, Flick'571 teaches a building security system 10, as shown in Fig. 3, comprising (a) remote transmitters 50 and (b) building security controller 11. Per Flick, building security controller 11 includes a transmitter and receiver 13 for receiving signals from remote transmitter 50 (see Col. 3, lines 46-50) and a central processing unit (CPU) 12 for communicating with building sensor 20, alarm indicators 23, and system indicators 24 (see Figs. 1 and 3; Col. 3, lines 61-67; and Col. 4, lines 39-47). Flick's CPU 12 has a remote transmitter

learning means 47 for learning a remote transmitter 50 that is to switch building security controller 11 between armed and disarmed modes (see Col. 4, lines 39–42). Flick discloses that system indicators 24 include lights, audible tone generators, etc. (see Col. 4, lines 8–10 and Col. 5, lines 21–34) and are actuated by CPU 12 for: (1) indicating that building security controller 11 has entered a learning mode (see Col. 4, lines 63–56); (2) indicating when the learning mode was last entered (see Col. 5, lines 1–3); (3) progressively indicating a passage of time since the learning mode was last entered (see Col. 5, lines 3–5); (4) indicating the number of learned remote transmitters (see Col. 5, lines 21–26 and 48–51); (5) indicating a change in the number of learned remote transmitters (see Col. 5, lines 51–53); and (6) indicating a change in a code of at least one of the learned remote transmitters (see Col. 5, lines 51–53).

Therefore, it would have been obvious to one having ordinary skill in the art at the time the invention was made to modify Ogino's controller 17 as taught by Flick'571 because having a controller 17 that is able to cause an indication of a number of learned remote units 11 prevents unauthorized remote transmitters from being surreptitiously learned by controller 17 (see Flick, Col. 5, lines 26–30 and Col. 7, lines 43–47).

Further regarding claim 18 and regarding 21, Ogino teaches that LCD 1a is on the instrument panel of head unit 1, which contains a variety of operation keys for operating an FM/AM tuner, a cassette player, and CD changer 2, wherein the FM/AM tuner and the cassette player are built into head unit 1 (see Col. 5, lines 3–11). Ogino and Flick '571 are silent on controller 17 being connected to (1) door sensor 24, bonnet sensor 25, radar sensor 26, impact sensor 27, and glass break sensor 28 (i.e., vehicle sensors, as called for in claim 21) and (2) siren driver 22 (i.e., a vehicle alarm indicator, as called for in claim 22) via a bus.

In an analogous art, Flick '460 teaches a vehicle security system, see Figs. 1-3, comprising: (a) remote transmitter 50 (see Col. 5, lines 32-58); (b) transmitter and receiver 13 at the vehicle for receiving signals from remote transmitter 50 (see Col. 4, lines 51-54); (c) data communications bus 62 that extends through various locations of the vehicle (see Col. 5, lines 11-31 and Col. 6, lines 24-30 and 50-58); (d) a plurality of vehicle devices (e.g., vehicle security sensor 60, alarm indicator 64, lock control unit 41, ignition switch 20, other control nodes 66, etc.) connected to bus 62 (see Col. 6, lines 1-9 and 50-58); and (e) central processing unit (CPU) 65 and bus interface 65 that is spaced apart from the vehicle devices for communicating with the vehicle devices via bus 62 (see Col. 6, lines 18-23). The alarm indicator includes a siren and/or lights 31 and green and red LEDs 32,33 for dashboard mounting (col. 5 lines 15-18). A dashboard is an instrument panel.

Therefore, regarding claims 18 and 21, it would have been obvious to one having ordinary skill in the art at the time the invention was made to modify Ogino's controller 17, as modified by Flick '571, such that it is connected to the vehicle devices (such as starter cutting relay 21, headlight driver 23, sensors 23-28, dashboard mounted alarm indicator(s) and door lock module 34) via a bus as taught by as taught by Flick '460 because connecting vehicle devices directly to a data bus that extends throughout a vehicle reduces (1) the amount of wiring, (2) wire routing problems, and (3) complications that may arise when troubleshooting the electrical system (see Flick '460, Col. 1, lines 65-67 and Col. 2, lines 1-3).

Regarding claim 19, Ogino's vehicle indicator is LCD 1a (i.e., a visual display). Also, Flick '460 includes siren, light or LED alarm indicators (audible and/or visual).

Regarding claim 23, Ogino teaches that controller 17 communicates with head unit 1 via bus 6, as explained in the previous rejections of claims 1 and 46. Head unit 1 is a controllable vehicle device since its built-in FM/AM tuner and cassette player are controlled by a variety of operation keys and its LCD 1a is controlled by at least controller 17.

5. *Claims 18, 19, 21 and 23 are rejected under 35 U.S.C. 103(a) as being unpatentable over Ogino et al. (US 6,100,792) in view of Flick (US 5,986,571) and Flick (US 6,011,460) as applied above and further in view of Allen (US 5654688).*

Regarding claims 18, 19, 21 and 32, further evidence that it would have been obvious to communicate information that a new transmitter has been learned by controlling dashboard lights as disclosed in Flick '460, the examiner applies Allen for teaching that is obvious to flash dashboard lights in a manner to indicate the number of codes learned to assure the user that the codes have not been learned. See the abstract.

6. *Claims 30,32,39, 42, 43, 45,57,59 and 64-66 are rejected under 35 U.S.C. 103(a) as being unpatentable over Anzai et al. (US 6,271,745) in view of Flick (US 6,011,460).*

Referring to claims 30, 45, and 57, Anzai teaches a vehicle control system, as shown in Fig.1, comprising: (a) fingerprint sensors 11, 13, 15, and 39 for sensing a user's fingerprint (see Fig. 9, steps S89 and S91; and Col. 4, lines 24-28 and 44-45), as called for in claims 30, 45, and 57; (b) control unit 1 connected to sensors 11, 13, 15, and 39 (see Col. 4, lines 30-39), as called for in claims 30 and 57; and (c) a plurality of vehicle devices, such as dashboard unit 3, ignition switch status unit 5, lock unit 7, and engine immobilizer unit 9, as called for in claims 30 and 57. Per Anzai, control unit 1 performs the following steps: (1) communicates with the components of dashboard unit 3, ignition switch status unit 5, lock unit 7, and engine immobilizer unit 9 (see Figs. 5-9; Col. 4, lines 40-45 and 56-67; Col. 5, lines 1-19; and Col. 6, lines 25-60), as called for in claims 30 and 57; (2) enrolls or learns fingerprints of various users (see Col. 6, lines 64-66), as

called for in claims 30 and 57; and (3) indicates that a new fingerprint has been learned by asking for confirmation of the enrollee via display unit 41 (see Col. 7, lines 58-67), as called for in claims 30 and 57. Anzai's control unit 1 is spaced apart from the vehicle devices as shown in Fig. 1 as called for in claims 30 and 57. Anzai's vehicle control system, though, lacks (1) a data bus extending throughout the vehicle, wherein the data bus connects control unit 1 to the vehicle devices, as required in claims 30 and 57, and (2) a vehicle alarm indicator, as required in claims 35 and 62. Anzai discloses that control unit 1 communicates with ignition switch status unit 5, which includes sensors 49, 51, and 53 (see Col. 4, lines 56-67), and lock unit 7, which includes sensor 67 (see Col. 5, lines 1-2 and 9-10). Anzai teaches that control unit 1 communicates with controllable vehicle devices, such as lock unit 7 and engine immobilizer unit 9.

In an analogous art, as previously explained in the rejection of claim 18, Flick discloses that (1) data communications bus 62 extends throughout the vehicle (see Col. 5, lines 11-31 and Col. 6, lines 24-30 and 50-58) and that (2) vehicle security sensor 60, alarm indicator 64, and other control nodes 66 are connected to data bus 62 (see Col. 6, lines 1-9 and 50-58 and Col. 7, lines 59 - 67). The alarm indicator includes a siren and/or lights 31 and green and red LEDs 32,33 for dashboard mounting (col. 5 lines 15-18). A dashboard is an instrument panel.

Therefore, it would have been obvious to one having ordinary skill in the art at the time the invention was made to modify the vehicle security system of Anzai as taught by Flick because connecting vehicle devices directly to a data bus that extends throughout a vehicle reduces (1) the amount of wiring, (2) wire routing problems, and (3) complications that may arise when troubleshooting the electrical system (see Flick, Col. 1, lines 65-67 and Col. 2, lines 1-3). Furthermore, a vehicle alarm indicator thwarts theft by actuating a siren and lights and



LEDs for dashboard mounting when unauthorized access is detected (see Flick, Col. 7, lines 59-67), thereby enhancing vehicle security. Further, Anzai's display unit 41 is within dashboard unit 3, which is an instrument panel (see Fig.3 and Col. 4, lines 40-50).

Regarding claims 32 and 59, Anzai's dashboard unit 3 has a display unit 41 (i.e., "vehicle indicator") that is used by control unit 1 to indicate that a fingerprint has been scanned and recorded by prompting the owner for confirmation of an enrollee (see Col. 7, lines 62-67).

Regarding claims 39 and 64, Anzai teaches that a user is able to place control unit 1 in various modes via switches 43a and 43b on dashboard unit 3 (see Col. 6, lines 61-67 and Col. 7, lines 1-4). When a user selects the menu mode, control unit 1 enables the user to enroll additional users, view or deleted enrollees, and set up the system (see Fig. 4). When a user selects the enroll mode (see Fig. 8, steps S55 and S57), the display changes and prompts the user for the category of authorization (i.e., owner, driver, and non-drive) (see Col. 7, lines 42-45); hence the display of authorization categories is an indication that the learning mode has been entered.

Regarding claims 42, 43, 65, and 66, per Anzai, when the view/delete mode is selected via dashboard unit 3, display unit 41 provides a list of the initials and category of authorization for each enrollee (see Col. 8, lines 1-7); as shown at step S101 in Fig. 10, the record for the eighth enrollee of the twelve enrollees is displayed (as called for in claims 42 and 65). Consequently, each time an enrollee is added or deleted, the list indicates the change in the number of learned individuals (as called for in claims 43 and 66).

7. *Claims 40, 41, 44, and 67 are rejected under 35 U.S.C. 103(a) as being unpatentable over Anzai et al. (US 6,271,745) in view of Flick (US 6,011,460) as applied to claims 30 and 57 above, and further in view of further in view of Flick (US 5,986,571).*

Regarding claims 40, 41, 44, and 67, Anzai and Flick '460 are silent on control unit 1 causing the following: (1) an indication of when the last learning mode was entered (as called for in claim 40); (2) an indication for progressively indicating a passage of time since the learning mode was last entered (as called for in claim 41); and (3) an indication of a change in a learned unique biometric characteristic (as called for in claims 44 and 67).

In an analogous art, as previously explained in claims 18-23, Flick '571 teaches a building security system 10 comprising (a) remote transmitters 50 and (b) building security controller 11 (see Fig. 3). Per Flick, building security controller 11 includes a transmitter and receiver 13 for receiving signals from remote transmitter 50 (see Col. 3, lines 46-50) and a central processing unit (CPU) 12 for communicating with building sensor 20, alarm indicators 23, and system indicators 24 (see Figs. 1 and 3; Col. 3, lines 61-67; and Col. 4, lines 39-47). Flick '571 discloses that system indicators 24 include lights, audible tone generators, etc. (see Col. 4, lines 8-10 and Col. 5, lines 21 - 34) and are actuated by CPU 12 for: (1) indicating when the learning mode was last entered (see Col. 5, lines 1-3); (2) progressively indicating a passage of time since the learning mode was last entered (see Col. 5, lines 3-5); and (3) indicating a change in a code of a learned remote transmitter (see Col. 5, lines 51-53).

Therefore, it would have been obvious to one having ordinary skill in the art at the time the invention was made to modify control unit 1 of Anzai and Flick '460 as taught by Flick '571 because having a control module 30 that is able to cause the various indications listed above (1) ensures a user that only the coded remote transmitters under his/her control may operate the vehicle security system, (2) prevents unauthorized remote transmitters from being surreptitiously learned by control module 30, and (3) enables a user to determine how recently the learn mode or

biometric code change has occurred so that the user is able to correlate the change with someone's ability to access the system (see Flick '571, Col. 5, lines 26-30 and Col. 7, lines 43-47).

8. *Claims 30,32,39-45,57,59 and 64-67 are rejected under 35 U.S.C. 103(a) as being unpatentable over Anzai et al. (US 6,271,745) and Flick (US 6,011,460) in view of Flick (US 5,986,571) as applied above and further in view of Allen (US 5,654,688).*

Regarding claims 30,32,39-45,57,59 and 64-67 further evidence that it would have been obvious to communicate information that a new transmitter has been learned by controlling dashboards lights as disclosed in Flick '460, the examiner applies Allen for teaching that is obvious to flash dashboard lights in a manner to indicate the number of codes learned to assure the user that the codes have not been learned. See the abstract.

#### ***Response to Arguments***

9. Applicant's arguments filed 9-23-08 have been fully considered but they are not persuasive. .

The argument that Flick '460 lacks a vehicle comprising an instrument panel carrying the vehicle alarm indicator and communicating with the vehicle alarm indicator via the data communications bus to cause an indication of whether at least one new uniquely coded transmitter has been learned is not persuasive because Flick'460 includes dashboard mounted indicators as does Ogino and Anzai. Flick '460 communicates to the indicators over bus 62. Ogino and Anzai indicate that new code is learned on a panel/dashboard spaced from the controller and communicating this information over a vehicle bus would have been obvious because connecting vehicle devices directly to a data bus that extends throughout a vehicle

reduces (1) the amount of wiring, (2) wire routing problems, and (3) complications that may arise when troubleshooting the electrical system (see Flick'460, Col. 1, lines 65-67 and Col. 2, lines 1-3). Allen also discloses an indicator on a vehicle dashboard to indicate that a new code has been learned for the same reasons as in Flick '571. An instrument panel provides indication to alert the driver to status of the vehicle and as such would be the natural location of an alarm indicator. Further an alarm indicator is an instrument to indicate alarm status and would obviously be located in some structure or panel that would be considered an instrument panel.

In the prior Final Action, the Examiner asserts that Ogino's seventh embodiment (see Col. 16, lines 14-67 and Col. 17, lines 1-17), which includes the features of the first and fourth embodiments, teaches all the limitations of claim 18 except controller 17 causing an indication of a number of learned remote units 11. The seventh embodiment includes an ID write mode that enables a user to register a plurality of remote units 11 in car security unit 10, which then transmits a message to head unit 1 via a bus line indicating that an ID code has been registered and causes head unit 1 to display a message (e.g., "CODE ACCEPTED") on display 1a (see Col. 16, lines 19-24 and 52-64). Instead of displaying a message, such as "CODE ACCEPTED," Flick '571 teaches displaying the number of remote transmitters that have been learned (see Col. 5, lines 21-26 and 48-51). It would have been obvious to one having ordinary skill in the art at the time the invention was made to modify Ogino's controller 17 as taught by Flick '571 because having a controller 17 that causes an indication of a number of learned remote units 11 enables a user to confirm that only the remote units 11 under his/her control may operate car security unit 1, thereby preventing unauthorized remote units 11 from being learned by controller 17 (see Flick, Col. 5, lines 26-30 and Col. 7, lines 43-47).

***Conclusion***

10. The prior art made of record and not relied upon is considered pertinent to applicant's disclosure. Martin discloses a simulated vehicle alarm and teaches that auto theft alarm indicators are conventionally located in the vehicle instrument panel.

***CONTACT INFORMATION***

Any inquiry concerning this communication or earlier communications from the examiner should be directed to Edwin C. Holloway, III whose telephone number is (571) 272-3058. The examiner can normally be reached on M-F from 9:00 to 5:30.

If attempts to reach the examiner by telephone are unsuccessful, the examiner's supervisor, Brian Zimmerman, can be reached on (571) 272-3059.

The fax phone number for the organization where this application or proceeding is assigned is 571-273-8300.

Information regarding the status of an application may be obtained from the Patent Application Information Retrieval (PAIR) system. Status information for published applications may be obtained from either Private PAIR or Public PAIR. Status information for unpublished applications is available through Private PAIR only. For more information about the PAIR system, see <http://pair-direct.uspto.gov>. Should you have questions on access to the Private PAIR system, contact the Electronic Business Center (EBC) at 866-217-9197 (toll-free).

12/12/2008  
(571) 272-3058

/Edwin C. Holloway, III/  
Primary Examiner, Art Unit 2612